

# REPORT DOCUMENTATION PAGE

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## MEMORANDUM FOR PRS (In-House Publication)

FROM: PROI (STINFO)

24 January 2002

SUBJECT: Authorization for Release of Technical Information, Control Number: **AFRL-PR-ED-TP-2002-012**  
 Doug Talley (PRSA), "Progress in Pulsed Detonation Rocket Engines at AFRL-West"

**ONR Mid-Year PDE MURI Review****(Statement A)****(St. Augustine, FLA, 11-12 February 2002) (Deadline: 11 Feb 2002)**

1. This request has been reviewed by the Foreign Disclosure Office for: a.) appropriateness of distribution statement, b.) military/national critical technology, c.) export controls or distribution restrictions, d.) appropriateness for release to a foreign nation, and e.) technical sensitivity and/or economic sensitivity.

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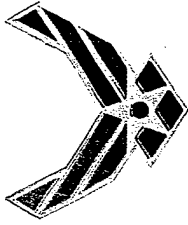
APPROVED/APPROVED AS AMENDED/DISAPPROVED

PHILIP A. KESSEL

Date

Technical Advisor

Space and Missile Propulsion Division

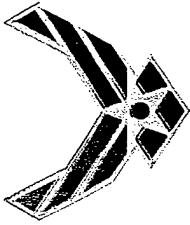


# **ONR Contractor's Meeting**



## **Progress in Pulsed Detonation Rocket Engines at AFRL-West**

*Doug Talley*



# Current Status

AFRL-West

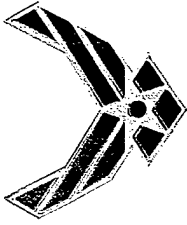


## 6.1 Condensed Phase Detonations for PDRE

- Start with low P LOX/Hydrogen
- Evolve to increased P and liq. loadings
  - GHC and LHC fuels
- 10,000 psi design pressure
- Status: still under construction, operational 3Q02

## 6.2 Pulse Combustion Rocket Demo

- Monopropellants and bipropellants
- Constant-Volume Combustion – not attempting detonations.
- Immediate objective: demonstrate average chamber pressure higher than feed pressure.
- Status: version 1 unable to sustain pulses. Version 2 under construction.



# Space Payoffs for PDRE's



## *Background*

- Previous estimates have shown potential lsp advantages at sea level and even up to significant altitudes.
  - Potential boost, combined cycle advantages
- However, there appeared to be little or no lsp advantage in a vacuum.
  - But comparisons were performed only for ideally expanded nozzles
- When practical considerations governing real nozzles are considered, there now appears to potentially be an lsp advantage
  - lsp advantages can be traded for other advantages, such as thrust, weight, etc.



# Space Payoffs for PDRE's



## Practical Considerations Governing Real Nozzles

- Although 300:1 and higher expansion ratio thrusters are available, spacecraft manufacturers are often forced to live with much lower expansion ratios (down to 50:1)
  - Larger nozzles may not fit on the launcher
  - Larger nozzles may couple unfavorably with spacecraft vibration modes.
  - Larger nozzles may change the CG unacceptably

*Potentially better PDRE Isp comes from being able to package a larger expansion ratio into a smaller nozzle*

Marquart Radiation cooled Apogee Engine (MMH/N2O4)

Engine	Chamber	Thrust (lbf)	Expansion ratio	Dt	Engine length	Engine mass	Isp (sec)	Pc (psia)	P proof
R-4D-11	Columbium	100-110	164 & 300:1	0.85 inch	14, & 23 inch	11 lbm	310 & 315	115-120	600 psia
R-4D-15	Iridium/rhenium	100-110	260, 300 & 375:1	0.76 inch	19 to 29 inch	12.5 lbm @ 300:1	318, 323, & 327	135-150	600 psia



# Space Payoffs for PDRE's



## *Approach*

- Space payoffs for PDRE's will ultimately be determined by comparing an optimized PDRE system with optimized conventional and other systems

## *But*

- It is not currently known how to optimize a PDRE
  - Optimization requires an investment of resources

## *So*

- Perform sensitivity analyses to determine whether there is enough potential payoff to warrant further investment.



# Space Payoffs for PDRE's



## Scenario #1

*A spacecraft manufacturer wishes to increase the Isp of the spacecraft thrusters, but cannot live with a bigger nozzle. The manufacturer does not wish to change anything about the spacecraft, including the tankage and feed system, which means they must remain at the same pressures and flow rates.*

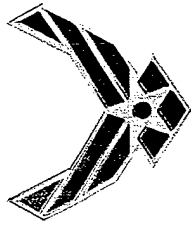
*(Trade PDRE advantages for Isp)*

## Scenario #2

*The spacecraft manufacturer is willing to consider using PDRE's to lower feed pressures, thereby reducing tankage and feed system weights*

*(Trade PDRE advantages for weight)*





# Space Payoffs for PDRE's



	R-4D-11	Scen. 1	Scen. 2
Thrust (lbf)	100	100	100
$P_{C, \text{MINIMUM}}$ (psia)	100	100	37
$P_{C, \text{MAXIMUM}}$ (psia)	100	440	160
(lbm/s)	0.316	0.310	.316
$A_{\text{EXIT}}/A_{\text{THROAT}}$	164	375	164
$D_{\text{throat}}$ (inch)	0.752	0.497	.752
$D_{\text{exit}}$ (inch)	9.63	9.63	9.63
$D_{\text{chamber}}$ (inch)	2.0	1.30	2.0
$L_{\text{motor}}$ (inch)	23.8	22.5	23.8
$I_{\text{SP}}$	316	322	316
Motor Wt. (lbm)	8.8	11.7	8.8
Tank Wt. (lbm)	49	49	35

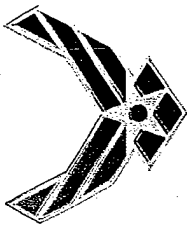
Coy pulsed  
combustion  
model

AIAA weight  
model

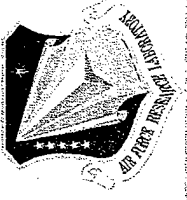
A 6 sec potential  
gain in  $I_{\text{SP}}$  for  
scenario #1.

14 lb weight  
savings for scenario  
#2

How significant are  
these?



# Space Payoffs for PDRE's



## *Satellite Economics\**

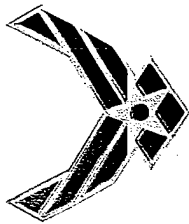
- For each second of lsp, enough fuel is saved to support approximately 50 days worth of station keeping.
- 1 year's worth of station keeping in geo requires 50-60 lb propellants.
- Each month on station is worth several millions of dollars of revenue.

*6 sec of lsp buys propellants for almost a year on station  
15 lb buys propellants for several months on station*

### *Potential for \$\$ tens of millions in payoff*

- Spacecraft manufacturers are also willing to pay hundreds of thousands of dollars more for large expansion ratio thrusters, and are willing to pay a million dollars or so to flight qualify them.

*\* Maj Abdi Nejad (res), former director of engineering at Marquart*



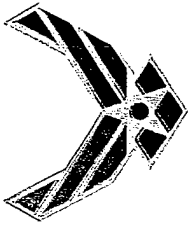
# Space Payoffs for PDRE's

Giffen & French, *Space Vehicle Design*, AIAA Ed Series, 1991.

Table 5.1 Specific impulse for operational engines

Engine	Thrust	Fuel	Oxidizer	$I_{sp}$	Expansion ratio
Rocketdyne RS-27 (Delta)	207,000 lbf	RP-1	Liquid oxygen	262 (S.L.)	8:1
Atlantic Research Corp. 8096-39 (Agena)	17,000 lbf	UDMH	H.P. nitric acid	300 (Vac)	45:1
Aerofjet AJ110	9,800 lbf	UDMH/N <sub>2</sub> H <sub>4</sub>	N <sub>2</sub> O <sub>4</sub>	320 (Vac)	65:1
TRW TR-201 (Delta)	9,900 lbf	UDMH/N <sub>2</sub> H <sub>4</sub>	N <sub>2</sub> O <sub>4</sub>	303 (Vac)	50:1
TRW MMPS (Spacecraft)	88 lbf	MMH	N <sub>2</sub> O <sub>4</sub>	305 (Vac)	180:1
TRW MRE-5	4 lbf	N <sub>2</sub> H <sub>4</sub>	—	226 (Vac)	?
Rocket Research					
MR 104C	129 lbf	N <sub>2</sub> H <sub>4</sub>	—	239 (Vac)	53:1
MR 50L	5 lbf	N <sub>2</sub> H <sub>4</sub>	—	225 (Vac)	40:1
MR 103A	0.18 lbf	N <sub>2</sub> H <sub>4</sub>	—	223 (Vac)	100:1
United Technologies					
Orbus 6	23,800 lbf	Solid		290 (Vac)	47:1
Orbus 21	58,560 lbf	Solid		296 (Vac)	64:1
Morton Thiokol					
STAR 48	17,210 lbf	Solid		293 (Vac)	55:1
STAR 37F	14,139 lbf	Solid		286 (Vac)	41:1
Pratt & Whitney					
RL-10	16,500 lbf	Liq. H <sub>2</sub>	Liq. O <sub>2</sub>	444 (Vac)	?

- Other space thrusters start with even smaller expansion ratios
  - Bigger potential payoffs



# Space Payoffs for PDRE's



## *Summary*

- The numbers above are still rough, but appear to show payoff for further PDRE development.